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Insurance against Unemployment. By D. F. SCHLOSS. London: P. S. King & Son, 1909. 8vo, pp. x+132. 3s. 6d.

Since 1904, when the author of this book wrote for the British government his *Report on Agencies and Methods for Dealing with the Unemployed in Certain Foreign Countries*, there has been great activity in legislation dealing with unemployment. The present volume is intended to bring the information contained in that report up to date. In consequence it is largely taken up with a succinct account of recent European legislation on unemployment insurance. All the examples considered, except that of St. Gall, are of the voluntary type. In a brief concluding chapter the author, without attempting to decide whether such insurance should be adopted by Great Britain, states that if it is adopted the funds contributed by laborers should be supplemented by public moneys, "so far as possible organized separately for separate trades or groups of allied trades, and these arrangements should possess a national (inter-local) character." Further, any scheme of the sort "should be operated in close connection with an efficiently organized system of labor registries." The plan thus outlined closely follows the legislation of Norway and Denmark.

Artificial Waterways and Commercial Development (with a history of the Erie Canal). By A. BARTON HEPBURN. New York: Macmillan, 1909. 12mo, pp. ix+115. \$1.00.

Surely the author must some day atone for the sin he has committed in the title of this book. Of the 115 pages, over 75 have to do with a sketchy history of the canal system of New York, while such matters as "The World's Canals," "The Panama Canal," and the "Waterways Question" are cheerfully polished off with 15, 9, and 4 pages respectively. The rest of the book is index, blank paper, and miscellany. The work may interest the general reader for a few moments; it adds nothing to our previous stock of information upon the subject and contributes about as much to the solution of the much-vexed waterways question. But what can one expect when, without further proof or explanation, the author gaily treats the Erie Canal and its history as *typical* of the whole question of the artificial waterways and their relation to commercial development?

Millard Fillmore Papers. Edited by FRANK H. SEVERANCE. (Vols. X and XI of the Publications of the Buffalo Historical Society.) Buffalo: Buffalo Historical Society. 8vo, pp. xxxvii+445; xiii+569. \$7.00.

These volumes will interest the student of economic history. Making no pretension to completeness, they include Mr. Fillmore's utterances in public life and all of his personal correspondence which the editor was able to secure. The task of collecting these letters was especially difficult because of the destruction of Mr. Fillmore's papers in 1889 by the executors of his son's estate. Plan, arrangement, typography are all to be commended. A good table of contents and a good index add to the serviceability of the work. Vol. I, covering Mr. Fillmore's public utterances and writings, and containing the suppressed portion of his message to Congress of 1852, is the volume of main interest to the economist.